

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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DATE OF

1. Hoffer Schrantz Factory
 - a. This factory finished in MARCH 1949 the production of its second thousand tractors. For 1949 it is planned to build some 2,500 more agricultural tractors.
 - b. According to plans, at the end of the Five-Year Plan 25,000 tractors must be ready.
 - c. They are experimenting in this factory with a new, more modern and more practical tractor which has a greater carrying capacity. Weight of the new tractor is 3250 kg. On a dirt road it can haul 5-8 sections (units?) at medium speed. On average terrain at a depth of 25 cm this tractor can plow one cataster hold (acre) per hour. On more difficult terrain it can plow one Magyar hold. (80 cataster holds equal 100 Magyar holds).
 - d. The tractor has a diesel motor and mass production will be started this year (1949).
 - e. It is also planned to produce a new type of military Diesel tractor. The experimental model was a success.

/A Photostat of plant layout is available on loan from the CIA Library./
2. Ganz Wagon Factory
 - a. On Apr 7 & 8, 1949 from the Mobyanya St Depot at the Mavag, 25 carloads of rough armoplate were deposited in the yards of the Ganz Wagon Factory. This material is expressly used for tank production and its thickness is 9.27 mm. During World War II this factory made Hungarian tanks. The Planning Dept. has not yet received instructions regarding production, but there were preliminary conferences held regarding this.
 - b. In the factory they have started to produce the lower frames of a six-part, fast, luxury motor train. This train will be drawn from the front with a Jendrasik motor which has a synchronized connection with a push motor in the rear of this unit. The second unit is a kitchen, bar unit. The third, fourth and fifth units are parlor car units, provided with radio receiver, collapsible desks and files. Everything is done in a most beautiful manner with leather upholstery, lamps, telephones, etc.

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c. Between 15 Dec 48 and 20 Mar 49 there were turned over to the Soviets 65 four-axle, new freight cars. Also to the Soviets went 12 Pullman passenger cars; 45 two-axle passenger cars went to MAV (Hungarian State RR) along with six mine locomotives; 22 refrigerator cars went to the Soviets, as well as 55 larger type freight (reservoir and tank) cars and 102 tank cars.

3. First Magyar Agricultural Machine Factory (Első Magyar Gazdasági Gépgyár)
 Photostat of plant location is available on loan from the CIA library.

- a. City Office: Budapest, V. Kötönyu. 16
- b. Factory: In the Budafok Street turn between the Gamma Foundry and the Hangya Factory on the Danube shore.
- c. Other plants: Torokszenmiklosi Gépgyár (Machine Factory of Torokszenmiklos) and Szentendre Szerszam es Kaszagyár (Tool and Scythe Factory in Szentendre).
- d. Products: Agricultural machinery, thrashing machines, silo machines, mill machines, furnishings for mill industries and for chocolate factories.
- e. Operations: Own steel and gray iron foundry, finishing machine shop, and assembly plant. The factory is of modern construction, started in 1941 but finished only after the Soviet occupation in 1945, not according to original plans.
- f. Five-Year Plan: Production of agricultural machinery within the framework of the plan for agricultural development. Production for Soviet war reparations.
- g. Leadership: Partly Communist. The majority of the workers are only forced members of the Workers Party.
- h. Number of Employees: 50 office workers and 500 plant workers. This factory was taken over by the State in March 1948.

4. Csonka Gépgyár (Csonka Machine Factory)

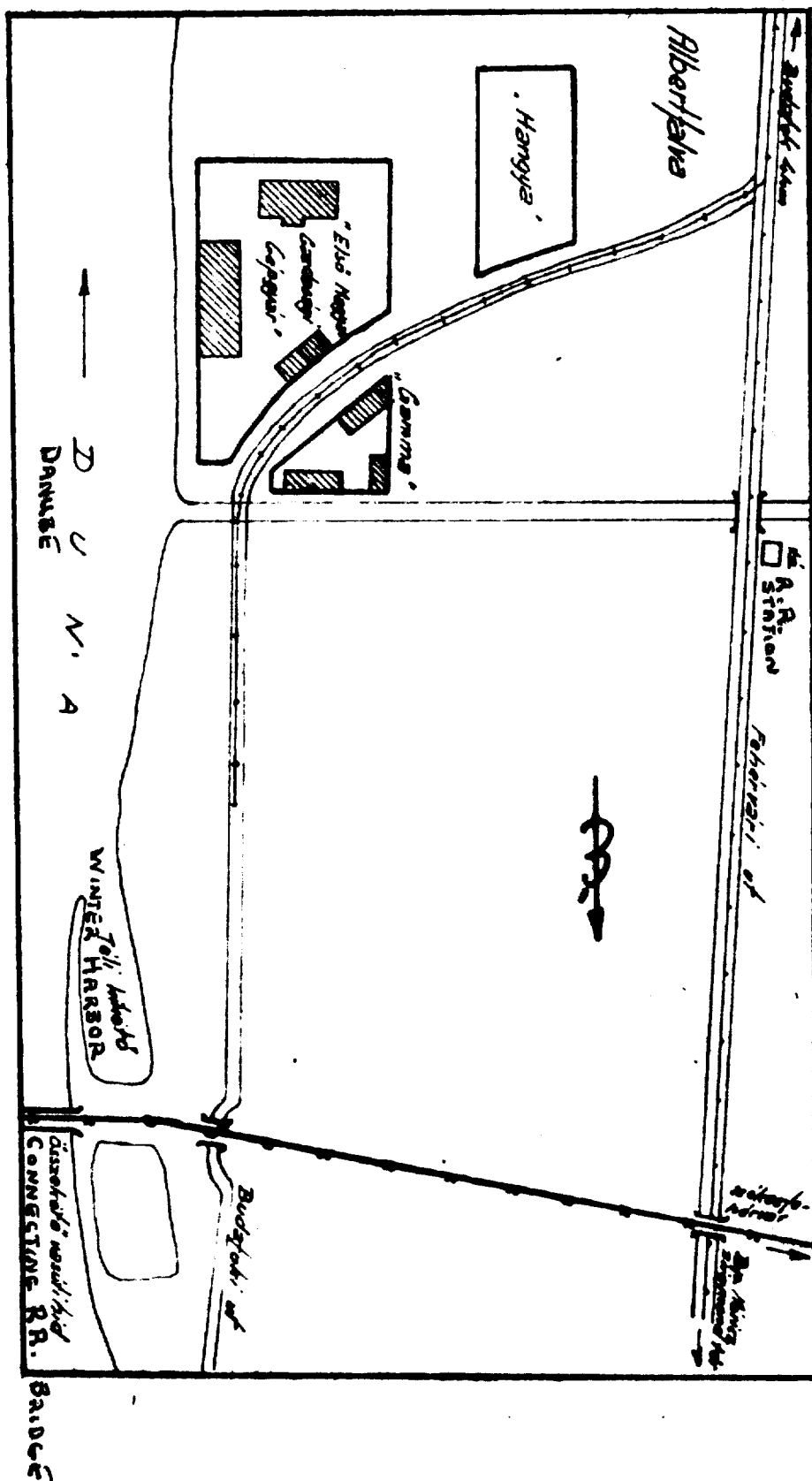
- a. This factory produces modern irrigation pumps which are provided with motors of great rotation and strong platforms. For military purposes they produce attack boat motors and also repair airplane motors.

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